

ARMSTRONG OILER

MAINTENANCE GUIDE FOR AXLE BOX OILERS.

PURPOSE

To ensure that the required examination of lubricating pads is carried out correctly and at the specified intervals depending on the type of service. This will facilitate the ongoing efficient lubrication of plain bearings and thus minimise the occurrence of hot axle boxes.

FREQUENCY OF INSPECTIONS

In heritage railways inspection should be made annually.

In main line applications inspection should be made at a maximum of six months.

In the unlikely event that of vehicles conveying explosives inspection must be made before each loaded journey.

Whenever rolling stock is in for repair of any kind, or preventative maintenance, inspection should be made.

INSPECTION PROCESS

All local safety procedures and processes must be followed during inspection and should be carried out by a suitably qualified person.

1, Clean off dirt and debris from outside the box particularly at cover joints, e.g. around the face plate of an open fronted box, or adjacent to the joint between top and bottom of a divided box.

2, Open the box, or remove bottom, and remove oiler which must be inspected for the following defects;

-Glazed and worn nap and foreign matter embedded in the nap. If traces of white metal are found in the nap bearings should be withdrawn for examination.

-Feeders cut, rotted off, or missing.

-Distorted frame.

-Broken or weak springs.

3, Remove all oil from bottom box or tray and thoroughly clean.

4, Examine journal for signs of scoring or discolouration and observe condition of bearings.

5, If refitting the oiler comb the nap on the oiler pad to remove any foreign matter.

6, Replenish oil.

7, Refit the pad, ensuring that the feeders are not trapped and are properly positioned in the oil well, ensure the nap is properly in contact with the journal and that the pad is free to move within the box.

8, Close the axle box ensuring that, in the case of divided boxes, the felt strip is in good condition and correctly positioned.

9, Make a note in your maintenance record of the axle boxes that have been serviced and the date. If it is normal practice, then it may be required to paint the date on the frame near the axle box.

REMEDIAL ACTION

Axle box oilers found to be defective in any way must be replaced with a properly soaked and drained new oiler. See separate instruction provided with new oilers. It is important to ensure that the correct type and size of oiler for the axle box being serviced is fitted. Identification markings are usually on a metal tab attached to the oiler frame.